

COUNTRY	Germany	REPORT NO.	25X1
TOPIC	Brandenburg-Arado Airfield		
EVALUATION	25X1	PLACE OBTAINED	25X1
DATE OF CONTENT	2 May to 13 June 1952		
DATE OBTAINED		DATE PREPARED	22 July 1952
REFERENCES	25X1		
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS			

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1. On 2 May 1952, 12 AA guns probably of 37 mm caliber, coming from Jessen on the Elster River, arrived at the Brandenburg-Altstadt railroad station. A senior lieutenant and 14 EM wearing red-bordered black epaulets were observed with the shipment.

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2. on 3 May, 52 IL-10s covered with tarpaulins were observed at the Brandenburg-Arado airfield. All the aircraft had red-tipped rudder assemblies and grey-green propeller hubs.

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There was no flying at the field in spite of favourable weather. (2) on 5 May, there was no flying; the occupation of the field was the same as observed on 3 May. on 9 May, local flying was started. Visibility was medium and the cloud ceiling was at an altitude of about 1,000 meters. By 11:57 a.m., a total of 32 take-offs was counted.

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Flying was discontinued at 1:40 p.m. A short time afterward, rain set in.

3. On 12 May, about 50 IL-10s were observed at the installation. There was no flying on 13 May, one plane was observed flying. There was no flying on 14 May.

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on 18 May, 50 IL-10s were observed at the field. A radio truck was parked at the southern edge of the installation. There was no flying. On the afternoon of 19 May and on 21 May, the same number of aircraft as observed on 18 May was counted at the field. Preparations for flying activities were observed in the morning of 21 May.

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on 23 May, 8 to 10 IL-10s with red-tipped rudder assemblies practiced diving. Visibility was about 3,000 meters, and the cloud base was at an altitude of about 500 meters. 46 to 50 IL-10s fitted with a red propeller hub were observed at their dispersal areas.

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4. There was no day flying on 24 and 25 May. on 26 May, only 26 IL-10s were observed at the installation. Two of the aircraft dispersal areas were empty. One of the planes, which had a grey-green propeller hub, The remaining 24 aircraft previously observed at the field must have left at night, as there was no day flying at the field during the

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period from 24 through 26 May.

5. On 27 and 28 May, the same number of aircraft as seen on 26 May was observed at the field. There was no flying in the afternoon of the two days.

on 29 May, the noise of running engines was heard from the field.

Six IL-10s practiced individual flying

three IL-10s, which had approached in formation landed. Eight IL-10s each

landed. Flying discontinued when it started raining

about 50 IL-10s were again observed in the air-

craft dispersal areas. Two empty boxcars, one gondola car and one railroad

tank car, were parked on the

spur track of the installation. on 31 May, 42 IL-10s were counted

at the field, another six to eight were also observed.

6. There was night flying on 3/4 June. on 4 June, 50 IL-10s and a transport plane fitted with two radial engines were ob-

served. The same occupation of the field was observed on 5 June.

was again identified on one of the planes. on 6 June, there

was individual flying at the field.

7. on 9, 10 and 12 June 1952, parachute jumps were made at the field from aircraft flying at an altitude of about 450 meters. Four or 12

men would jump at each approach.

8. on 13 June, 50 single-engine ground attack aircraft and one biplane were observed at the field from its northern and

southern borders. Twelve of the planes with red upper edges on their rudder

assemblies and red propeller hubs continuously made local flights.

The signal for aircraft to take off was given with a

white flag. The flying aircraft assembled in squadron formation and then landed

again. This maneuver was repeated several times. Several soldiers wearing cloth

parachute badges on their left breast pockets were observed at the airfield

billets. (4) The gold-bordered parachute badge was triangular and showed a

black parachute with a suspended parachutist on a blue background with a Soviet

star at its upper edge.

Comments.

(1) The Pioneer Kaserne in Brandenburg quarters the personnel of the ground attack regiment at the Brandenburg-Arado airfield. The AA guns were observed for the first time at the field. It is unknown where they are located.

it is inferred

that the guns belonged to the AAA unit in Brandenburg, which is directly assigned to the GCPD.

(2) Individual IL-10s were previously observed in connection with a repair shop.

(3) The parachuting reported probably is a part of the routine training for flying personnel. Since similar practices were also observed at other airfields, it appears that this parachuting is practiced by all air units according to a uniform pattern and uniform times.

(4) It is believed that flying personnel are awarded a special parachute badge after performing a prescribed number of parachute jumps.

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☐ The observation of IL-10s ☐
indicates ☐ that the field was still occupied by the ground attack regi-
25X1 ment previously observed there. The present report does not indicate that the
flying activity observed at Brandenburg-Arado differed from the pattern ob-
served with other ground attack regiments.

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